

**Kim DelNigro**

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**From:** Draisen, Marc [MDraisen@mapc.org]  
**Sent:** Wednesday, April 11, 2007 10:45 AM  
**To:** Draisen, Marc  
**Cc:** Hurwitz, Andrea; Stoler, Brad  
**Subject:** Help for May 1 Boston College Citizen Seminar for MetroFuture!  
**Attachments:** Preferred\_Narrative\_Draft\_4-4-07.pdf

Dear Friends,

I hope you can join us on the morning of Tuesday, May 1, when Boston College Citizen Seminars will host a milestone event in MAPC's MetroFuture project. Click here to register! On that day, we will:

- ratify a plan to guide growth and development in Metropolitan Boston through 2030, and
- identify action steps to help make that plan a reality.

***What is the New Plan for Metro Boston?***

The plan is very similar to the "Winds of Change" scenario which many of you know from attending our working sessions and briefings - but we have added some key elements of the "Imagine" scenario in areas such as water conservation and climate change. The plan focuses on critical land use issues, but it also confronts challenges in areas such as education, municipal finance, and regional service delivery. The proposed scenario is attached to this e-mail, and you can click here for further background information.

This new plan is bold and compelling - it will take time, effort, and ingenuity to implement. But it is also realistic and achievable. We believe that Metro Boston is up to the challenge!

I want to ask for your help to share news about this critical public engagement opportunity with others.

***How You Can Help!***

If you can join us on May 1, please register at <http://www.bc.edu/schools/csom/cga/citizen/rsvp/>.

Our attendance goal for May 1 is 500 participants. So, we are launching a campaign, called "**500 on 5/1**," to ask each MAPC and MetroFuture leader to make sure that at least

five of your colleagues register and attend, too!

To help you meet this challenge, the event invitation is pasted below, and you can [click here to access tools to help you spread the word](#). They include a brief event description that you and others can post on a website or in a newsletter, and a description to share with your local cable access station.

Please feel free to forward this email, and any of these materials, to your:

- coworkers,
- neighbors,
- board members, and
- other colleagues.

A great plan starts with great people - and we need a lot of great people in attendance on May 1!

If you have any questions about our campaign, or want to report on your progress, contact Brad Stoler at 617-451-2770 ext. 2048, or at [bstoler@mapc.org](mailto:bstoler@mapc.org).

On May 1, we will celebrate the energy that thousands of people, including many of you, have dedicated to MetroFuture. We are grateful for your involvement and need your support as we approach the finish line!

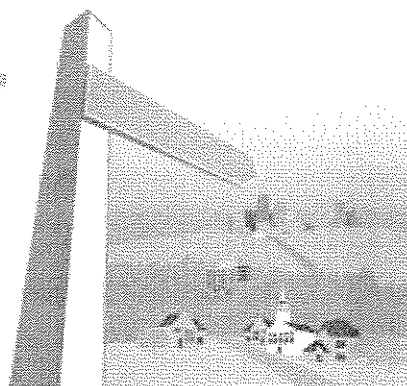
Thank you.

Marc Draisen  
Executive Director  
Metropolitan Area Planning Council

[Click here if you are having trouble viewing this invitation](#)



# THIS WAY to a Greater Boston Region!



You told us how you want the region to grow.  
**NOW LET'S MAKE IT HAPPEN.**

Join Us on the Morning of May 1 for a MetroFuture Event!

## **This Way to a Greater Boston Region!**

*Get involved in  
planning for your  
community & the  
region.*

Tuesday, May 1, 2007  
**Hyatt Regency Hotel**  
Downtown Boston

7:30 a.m. Registration  
*Complimentary  
continental breakfast*

8:00 a.m. Program  
Governor Deval Patrick  
(invited)

**Register today!**

**Dear Friend,**

We invite you to a Boston College Citizen Seminar on Tuesday morning, May 1, for **MetroFuture: Making a Greater Boston Region**. There, we will unveil the plan to guide Metro Boston's growth through 2030 and identify action steps that the region can take, over the coming months and years, to make the plan a reality.

**Governor Deval Patrick has been invited** to offer remarks at this event, which will include discussions about the region's workforce and housing supply, municipal finances, public safety and more.

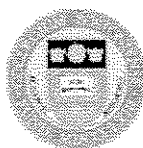
Whether you are new to the project or you're a longstanding participant, please join us!



## **This Way to a Greater Boston Region!**

Tuesday, May 1, 2007  
**Hyatt Regency Hotel** (former  
Swissotel), downtown Boston

Conference Sponsors



**Visit the website**

7:30 a.m. - Registration & Complimentary Continental Breakfast  
8:00 a.m. - Program

**Click here to register today!**

**About Boston College Citizen Seminars**

The Boston College Citizen Seminars, in association with the Boston College



Carroll School of Management, were created in 1954 to bring together leaders from academia, business, government, labor and private non-profits for the purpose of discussing and debating some of the pressing issues facing the City of Boston and the region in which it is located. The Seminars serve the role of catalyst to bring about cooperative efforts to affect positive change and creative solutions to the many problems and opportunities facing the city and the region.

### About **MetroFuture: Making a Greater Boston Region**

MetroFuture has worked with thousands of people and organizations throughout Metropolitan Boston to establish a plan for how the region should grow and develop between now and 2030. The plan covers a wide variety of topics, including housing, transportation, natural resources, education, and municipal governance. Standing behind the plan is the belief that we are *one* region of interconnected cities and towns, and that development in one community affects the people who live and work in every other community. MetroFuture is an initiative of the Metropolitan Area Planning Council (MAPC), the regional planning agency covering 101 cities and towns across Metropolitan Boston.

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## **Recommended Preferred Scenario for Metro Boston through 2030**

Adopted by the MetroFuture Steering Committee on March 28, 2007

The MetroFuture Preferred Scenario is what the region might be like if communities made major efforts to address challenges regionally, with individual cities and towns sharing in the costs and benefits of growth. This alternative to *Let It Be: Current Trends to 2030* would significantly change the regional distribution of growth. It would also minimize many of the Current Trends, with just 30,000 acres of open space lost over the coming decades and a significant increase in the amount of high-skill labor and the overall labor supply. The Preferred Scenario would require new land use planning tools and a great increase in regional cooperation, including some regional oversight of local planning and land use decisions. It would also present many challenges; in particular, the emphasis on redeveloping town centers and urban areas would require careful planning and investments to protect quality of life for existing residents, reduce local traffic impacts, and protect historic resources and community character.

### **Regional Growth Patterns**

Instead of being dispersed across the region, most growth would occur in areas that are already developed. The region's Developing Suburbs would see lower growth rates than under Current Trends, and 65% of that growth would occur through development of compact neighborhoods and multifamily housing in town centers. Semi-rural Developing Suburbs without a strong town center or redevelopment areas would experience a dramatic decrease in growth rates. Growth rates in Maturing Suburbs would increase, accommodated through redevelopment in town centers, business districts, and vacant commercial and industrial areas; approximately 10% of new housing here would be single-family homes. A dramatic increase in the use of mixed use developments (for example, housing located above shops) would help to revitalize local business districts, but careful planning could be needed to avoid changing the physical character of these areas with taller buildings and a more "urban" feel.

The Inner Core and Regional Urban Centers would have significantly higher growth rates than under Current Trends, accommodating 50% of the region's new population growth (up from 37% under Current Trends), and there would be more diversity in the types of housing found in these communities, with an increase in the proportion of townhouses and 2-4 family homes.

In contrast to housing patterns, the distribution of jobs across the region's community types would be similar to Current Trends. However, new employment in Maturing and Developing suburbs would be tightly concentrated in a limited number of towns with transit access and robust infrastructure to support new growth.

### **Housing Choices**

The diversity of housing types in suburban communities would create many more choices for people looking for apartments, condominiums, and townhouses. There would be more opportunities for seniors to "downsize" from their single family homes into new apartments and condominiums in town centers without having to leave their hometown. In order to ensure choices for families, cities and towns would encourage developers to create units with three or more bedrooms. The region would produce relatively few single family homes with large yards, possibly making this type of housing somewhat more expensive than it is under current trends. The increased number of apartments and condominiums in suburban communities would mean that more units might be affordably priced for working-class families; and new rules allowing condominium conversion of existing single family homes in suburban neighborhoods would create more opportunities for homeownership.

As a result, many suburban communities might become more economically and ethnically diverse. Due to an increased pace of development in urban communities and increased production of 2-4 family homes and townhouses, there would be more housing opportunities for young professionals and their families. This could lead to a resurgence of Regional Urban Centers, with more vibrant urban neighborhoods outside of Route 128, making the region more attractive to young professionals.

## Labor and Prosperity

Dramatic improvements to public school systems and a stronger network of community colleges and adult education opportunities would help to increase the region's educational attainment. Improved public education would add another 50,000 high school graduates to the workforce, and adult basic education (including GED programs, literacy and math programs, and English Language classes,) would add another 60,000 workers with a GED or equivalent skills. Attendance at community colleges and universities would together increase by 9,000 students per year. As a result, the labor shortage at high skill levels would decrease significantly, helping the region to attract and retain high-tech firms. As more people rise to higher educational attainment levels, communities would expand services such as child care assistance and English Language classes, helping 30,000 low-skill workers enter the labor force. As a result, the overall labor shortage in the region would decrease to 115,000 workers (from 170,000 under Current Trends.)

Communities would enact strong land use regulations that focus job growth in areas that are already developed and have adequate infrastructure. Fewer jobs would be located in undeveloped areas and more would occur through redevelopment, aided by proactive planning policies that will help to reduce time spent in permitting. The creation of new offices and retail shops in town centers and mixed use developments might create the kind of spaces attractive to very small businesses and micro-enterprises that play an increasingly important role in the region's creative economy.

## Community Vitality

Increases in state aid will be directed to those areas with the largest expenses for new growth. Because new jobs would be concentrated in already developed areas, some suburban communities would have less new tax revenue from commercial development, but also fewer demands for infrastructure extensions and roadway improvements associated with economic development. More cities and towns would pursue alternative sources of local revenue such as meal taxes and would save money through regionalization of municipal services (emergency dispatch, school administration, assessing, and public works) and participation in statewide insurance and pension programs.

A portion of state aid would be reserved for local and inter-municipal planning efforts. Cities and towns would be required to have a local land use plan and to follow that plan when making development decisions. Local plans would need to reflect best planning practices and the regional land use plan. In order to effectively focus growth, municipalities would use new land use controls, such as regional transfer of development rights programs and zoning rules that could limit development in outlying areas. Increased planning and better urban design would be necessary to manage the impacts associated with redevelopment and 'infill' development on vacant lots. Communities might need to expand the capacity of water and sewer systems serving developed areas, but would make few sewer and water extensions to currently unserved areas. Residents without cars, particularly the elderly, would have more options to access the region's healthcare facilities since more new homes would be located near jobs and because transit service would be improved.

Increased growth rates in the Maturing Suburbs and in urban communities would increase the number of public school students, requiring funding to upgrade urban school buildings or build new schools (which might be difficult to site due to land constraints). More housing choices for middle class families in urban areas would increase the proportion of middle class students in urban public schools, potentially increasing the resources available to these schools. Slower overall growth rates in Developing Suburbs will slow the growth in school children in these towns, reducing the need for new schools.

## Air, Water, and Wildlife

A comprehensive approach to water conservation would reduce per-capita and per-employee water use rates by 20%, with even higher standards in effect for new residential development (average water consumption for new residential development would decrease by 40%). Achieving these conservation targets would require a multifaceted approach. Aggressive conservation would include retrofitting existing developments with conserving fixtures and machinery. New state regulations would establish more control over landscaping, irrigation, pools, and other uses, while allowing the reuse of highly treated wastewater for many purposes, including irrigation, industrial processes, and toilet flushing in residential

developments. The widespread use of rainwater collection systems (cisterns and rain barrels) and a shift away from large lawns in new development would help to further reduce summertime water demand. At the same time, expansive use of low impact development, permeable paving, and small-scale wastewater treatment systems that discharge water locally would maximize the recharge of local groundwater supplies.

More growth in the Inner Core would mean that more people would be in communities served by the MWRA system, which would have adequate capacity to support that growth. Increased growth rates in Maturing Suburbs might also increase demands on systems that are at or over their state withdrawal limits. Limited expansion of the MWRA—accompanied by careful land use planning and stringent conservation requirements—might be considered in order to reduce local watershed impacts, but could result in higher water bills for residents in new member communities.

The state, municipalities, and conservation organizations would preserve 150,000 acres of land identified in the State Land Conservation Plan, and would create more parks and playgrounds in urban areas that currently have limited access to open space. Four thousand acres of land in urban areas would be purchased for parks, playgrounds, and community gardens.

This scenario would reduce energy consumption by 15% per capita and raise the percent of electricity generated from renewable sources to 25%. Extensive public spending on green technology and conservation would help protect the region from spikes in energy costs while supporting the development of new industries and job growth. The shift to smaller single family homes and more multifamily housing types would substantially reduce the energy demand of new residential units. Shifting transportation investments to non-automobile modes would also result in less energy use. It would also reduce carbon dioxide emissions in MA by 20% given a 30% reduction in the U.S. through international agreement. This acknowledges that MA has less room for improvement than much of the U.S. and that we cannot achieve such reductions without the rest of the U.S. also making substantial changes, for which we would strongly advocate. Achieving these targets would mean lower household and business expenditures on energy, minor if any expansion of polluting infrastructure, and fewer emissions that can create health risks and contribute to global warming.

### Getting Around

The concentration of growth in existing town centers and commercial districts would increase the potential for new transit service in suburban areas, including local buses and 'feeder' service to commuter rail stops. Increased ridership in urban areas would drive service improvements, including increased frequency and new services. Less money would be spent on expansion of major highways and improvements to highway interchanges, but residents might have more alternatives to driving. Local traffic in town centers and downtown areas might increase with new jobs and housing, but pedestrian improvements and concentration of stores and services in these areas might make it more convenient for people to conduct errands on foot or by bicycle. An expanded network of bicycle and pedestrian routes and off-road trails would provide better access to regional open spaces.

### Background

This recommended Preferred Scenario is based on the contributions of nearly 1,000 people who participated in preference selection activities from December 2006 to March 2007. It builds on the "Winds of Change" scenario that was one of four possible futures for Metropolitan Boston considered. Winds of Change was created primarily by more than 400 participants in two MetroFuture Working Sessions during June 2006.